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HIGHWAY RESEARCH PROGRAM REPORT

**279**

# **INTERSECTION CHANNELIZATION DESIGN GUIDE**

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# Nchrp Report 279 Intersection Channelization Design Guide

**RS Peters**

A decorative graphic element consisting of a light blue horizontal bar with a rounded right end, and a red circular shape partially visible behind it.

## **Nchrp Report 279 Intersection Channelization Design Guide:**

*Guide for the Geometric Design of Driveways*, 2010 TRB's National Cooperative Highway Research Program NCHRP Report 659 *Guide for the Geometric Design of Driveways* explores guidelines related to the geometric design of driveways. The report includes driveway related terms and definitions, an examination of basic geometric controls, a summary of access spacing principles, and detailed discussions of various geometric design elements. Material related to and supporting the contents of NCHRP Report 659, including an extensive review of literature, has been published as NCHRP Web Only Document 151 *Geometric Design of Driveways*. **Intersection Safety Issue Briefs**, 2004. **A Policy on Geometric Design of Highways and Streets**, 2011 American Association of State Highway and Transportation Officials, 2011.

**Highway Safety Design and Operations Guide, 1997**, 1997. A replacement to the publication entitled *Highway design and operational practices related to highway safety*, also known as *The Yellow Book*, and most recently published in 1974.

**Highway Safety Design and Operations Guide, 3rd Edition**, *Design Guidance for Intersection Auxiliary Lanes* Kay Fitzpatrick, 2014. TRB's National Cooperative Highway Research Program NCHRP Report 780 *Design Guidance For Intersection Auxiliary Lanes* expands on guidance provided in *A Policy on Geometric Design of Highways and Streets*, the Green Book, published by the American Association of State Highway and Transportation Officials (AASHTO). This report highlights information regarding bypass lanes, channelized right turn lanes, deceleration and taper length design, and capacity of multiple left turn lanes and alternative intersection designs. Publisher description: *Design, Operation, and Safety of At-grade Crossings of Exclusive Busways* Kimberly A. Eccles, Herbert S. Levinson, 2007. TRB's Transit Cooperative Research Program TCRP Report 117 *Design Operation and Safety of At Grade Crossings of Exclusive Busways* explores planning, designing, and operating various kinds of busways through roadway intersections. The report examines at grade intersections along busways within arterial street medians, physically separated side aligned busways, busways on separate rights of way, and bus only ramps. The intersections highlighted include highway intersections, midblock pedestrian crossings, and bicycle crossings. Appendixes A through I of the contractor's final report were published as TCRP Web Only Document 36. Publisher's website: *Accident Mitigation Guide for Congested Rural Two-lane Highways* Kay Fitzpatrick, 2000. **Left-turn**

**Accommodations at Unsignalized Intersections** Kay Fitzpatrick, 2013. TRB's National Cooperative Highway Research Program NCHRP Report 745 *Left Turn Accommodations at Unsignalized Intersections* presents guidance for the selection and design of left turn accommodations at unsignalized intersections. The report includes 11 case studies of typical situations that illustrate the use of the guidance. Publisher's description: **Median Intersection Design** Douglas W. Harwood, 1995.

*Flexibility in Highway Design*, 1997. **Facilities Development Manual** Wisconsin Department of Transportation, 1979.

**Intersection Channelization Design Guide** Timothy R. Neuman, National Research Council (U.S.). Transportation Research Board, 1985. **A Guide for Achieving Flexibility in Highway Design**, 2004. Context sensitive solutions CSS.

reflect the need to consider highway projects as more than just transportation facilities. Depending on how highway projects are integrated into the community, they can have far-reaching impacts beyond their traffic or transportation function. CSS is a comprehensive process that brings stakeholders together in a positive, proactive environment to develop projects that not only meet transportation needs but also improve or enhance the community. Achieving a flexible, context-sensitive design solution requires designers to fully understand the reasons behind the processes, design values, and design procedures that are used. This AASHTO Guide shows highway designers how to think flexibly, how to recognize the many choices and options they have, and how to arrive at the best solution for the particular situation or context. It also strives to emphasize that flexible design does not necessarily entail a fundamentally new design process but that it can be integrated into the existing transportation culture. This publication represents a major step toward institutionalizing CSS into state transportation departments and other agencies charged with transportation project development.

#### **Guidelines for Right-turn**

**Treatments at Unsignalized Intersections and Driveways** Tanweer Hasan, Robert W. Stokes, 1996. Guidelines for right-turn treatments at unsignalized intersections and driveways on the state highway system of Kansas were developed in this study. Two types of treatments, full width lane and taper, were considered over the do-nothing radius treatment. The guidelines were based on the results of an economic analysis conducted over a wide range of traffic volumes and speeds. A simple model was developed to determine the operational effects of right-turn movements at unsignalized intersections and driveways on high-speed highways. The operational effects were estimated in terms of delay and excess fuel consumption experienced by through vehicles due to the right turns. The relationship between speed differential and accidents was used to estimate the reduction in right-turn same-direction rear-end accidents that would be expected to result from the provision of a right-turn treatment. Comparison with other guidelines and validation of existing right-turn treatments at the study sites indicate that the range of the guidelines developed in this study is reasonable. They are also more definitive because they consider highway operating speed. They are more flexible in determining an appropriate treatment because an intermediate taper treatment is considered.

#### **Intersection Geometric Design and Operational Guidelines for Older Drivers and**

**Pedestrians** L. K. Staplin, 1997. ANALYSIS OF OPERATIONS AND SAFETY OF Y-INTERSECTION Lidia P. Kostyniuk;

Dawn L. Massie, 1994. *Treatments for Crashes on Rural Two-lane Highways in Texas* Kay Fitzpatrick, Angelia H.

Parham, Marcus Brewer, 2002. **Guidance for Implementation of the AASHTO Strategic Highway Safety Plan**

National Cooperative Highway Research Program, 2004. **Left-turn Lane Design and Operation**, 2008

## **Nchrp Report 279 Intersection Channelization Design Guide** Book Review: Unveiling the Magic of Language

In a digital era where connections and knowledge reign supreme, the enchanting power of language has become more apparent than ever. Its ability to stir emotions, provoke thought, and instigate transformation is truly remarkable. This extraordinary book, aptly titled "**Nchrp Report 279 Intersection Channelization Design Guide**," compiled by a highly acclaimed author, immerses readers in a captivating exploration of the significance of language and its profound affect our existence. Throughout this critique, we shall delve in to the book is central themes, evaluate its unique writing style, and assess its overall influence on its readership.

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